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on Street and Highway Traffic
and
News of the Institute of Traffic Engineers

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136 - CONTROL DEVICES AND METHODS - General

"Columbus, Ohio, Uses Radio for Speeding Street Light Repairs" J. R. Guthrie, (Associate Member I. T. E.) City Traffic Engineer, Columbus, Ohio. (American Police Review, Nov.-Dec. 1937, p. 15-16.)

On April 3, 1937 the Division of Traffic Regulation and Engineering of the city of Columbus placed in operation what is believed to be an entirely new innovation in traffic light maintenance - a radio equipped truck. The truck is used primarily for replacing burned-out traffic light bulbs, but also takes care of all minor maintenance work connected with the traffic control system.

Reports of needed maintenance are relayed by radio directly to the truck in the field. It may be quite near the locality, so that much needless travel is eliminated. It is hoped that many accidents due to burned-out traffic lights will be eliminated.

137 - REGULATIONS AND LAWS - State.

"To Protect Roads in Snowstorms" (New York Times, December 26, 1937, p. 21)

Assemblyman George R. Parsons of Syracuse has drafted a "five point" safety program. He would empower the Highway Commissioner to declare an "emergency" in bad weather, and require trucks and busses to abandon scheduled speed. Other provisions would prohibit thru trucks from using side routes having no loading or unloading destination; another would tighten presumption of negligence in favor of pedestrians who are crossing intersections within pedestrian lanes; another would require bicycles' rear mudguards to be painted white or silver as well as carry reflectors.

He quoted the Automotive Safety Foundation as estimating that an

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ably administered safety program in each state would save 20,000 lives, 500,000 non-fatal injuries, and $600,000,000 cash annually in the nation.

138 - ACCIDENTS - General

"Speed and Accidents" - Arnold H. Vey, Traffic Engineer State of New Jersey, (Member I. T. E.) Presented before the 26th National Safety Congress and Exposition, Kansas City, Missouri, Oct. 11,'37.

Some of the fundamental facts, according to Mr. Vey, are briefly: (1) that speed too fast for conditions is not the sole cause of accidents, but rather one of a combination of factors; (2) that less than twenty-five percent of the vehicles exceed fifty miles per hour in rural areas; (3) that unreasonable or arbitrary speed regulations, both low and high, are not willingly obeyed; (4) that there is no one remedy for the socalled speeding accidents; (5) that motor vehicle travel is no longer a luxury but a necessity.

A program to remedy speed accidents should include proper highway design, reasonable and uniform speed regulations and legislation, adequate enforcement activities, and continued effort along educational lines. Research studies and activities are essential, not alone to permit a measurement of the effectiveness of the many activities suggested and recommended, but also to obtain reliable factual information showing the true relationship between speed and accidents.

139 - SAFETY ACTIVITIES - General

"Technical Progress in Safety Promotion on Rural Highways" - Clarence P. Taylor, (Member I. T. E.), Baltimore Section of the Society of Automotive Engineers, December 2, 1937.

Mr. Taylor reviews the progress made in safety by engineers who construct, reconstruct and operate the main rural highway systems in the United States. He covers such topics as: "The Background", "Outlook for the Future", "Treatment of Existing Highways", "New Highways", "Intersections", "Signs, Signals and Markings", "Night Driving" and "Accident Facts".

Some highway departments have more or less abandoned the thru-way idea, and now erect isolated STOP signs only where the accident records indicate a need, or where the speed and visibility conditions are such as require the ordinary driver practically to stop before entering a main highway.

The roundabout is an elongated island dividing the main thoroughfare and lying across another thoroughfare of much less importance. Left turns are made in the same manner as at a circle. It lacks the advantage of the circle in slowing the through traffic down. It may eventually have to be reserved for use in areas where the main traffic is not moving too fast, or else altered to force fast traffic to move at a slower rate thru the intersections.

Signs giving notice of what is ahead are useful, but to be effective for high speeds, should be increased in size. Highway illumination works out well at complex intersections; at places where there is considerable pedestrian traffic; and at places where in the dark, conditions are deceptive or there are obstructions to be avoided. Good lighting, however, is expensive and should be used only where the results will justify its cost.

Most State Highway Departments are without accurate and complete information regarding the accidents which occur on the highways in their charge. Spot maps for showing the location of accidents by pins on the highways of the state are only of slight value. Much more useful is a sketch showing how each accident occurred on the layout or final plan of the highway.

140 - SAFETY ACTIVITIES - Educational

"State Plans School for New Drivers to Cut Auto Toll" -(Philadelphia Record, December 7, 1937, p. 3.)

A $2,000,000 program of education for Pennsylvania's annual crop of 300,000 new drivers is planned by Governor Earle. The money would be raised by adding one dollar to the license fee. Eight schools would each have 10 miles of open road and city street, lecture halls, mechanical training shops and beginners' fields. Each applicant would get 40 hours of training. The 625 instructors would cost a million dollars.

141 - SAFETY ACTIVITIES - Educational

"Highway Traffic Safety" - Over WJR, November 5, 1937, by Roger L. Morrison, University of Michigan, (Member I. T. E.)

In every state and every city in the land people are thinking, talking and writing about highway traffic safety, and yet the toll of accidents continues to go up year after year. We seem almost totally unable to cope with the problems of modern motor traffic.

It is impossible to eliminate traffic accidents but experience has shown that there are seven general requirements for accident reduction:

First, the roads and streets must be made reasonably safe from an engineering standpoint.

Second, the vehicles must be kept in reasonably safe condition.

Third, incompetent drivers must be eliminated so far as possible.

Fourth, there must be sound and sensible laws and regulations for the use of the roads and streets.

Fifth, the laws and regulations must be enforced impartially and as rigidly as possible both by the police and by the courts.

Sixth, there must be constant and effective education of all road and street users.

Seventh, there must be effective and coordinated administration of traffic safety activities.

While the public usually charges bad traffic conditions to the police they are primarily responsible for only part of one of those seven requirements. Failure to recognize this important fact is one of the primary reasons for the high accident rates.

Those cities which are unable, or unwilling, to do the things which have been outlined must be prepared to have the slaughter on their streets continue, but almost any city can reduce traffic accidents by making the necessary effort.

142 - STREETS AND HIGHWAYS - Lighting

"Seeing on the Highway - Recent Researches on Lighting Requirements" Kirk M. Reid, General Electric Company, (Member I. T. E.) Annual Meeting of the Highway Research Board, December 2, 1937.

The alarming growth in traffic fatalities is an after-dark increment. Since 1930, night fatalities have increased 28 per cent as compared with an 11 per cent decrease in day fatalities. Of the night accidents on rural highways, a substantial majority occurs on a very small percentage of the total highway mileage.

Poor visibility has proved to be one of the most important single factors in the abnormal hazard at night. Experience indicates that on urban streets and on the more dangerous portions of highways improved illumination has reduced the night accidents one-third to one-half, at a cost less than one third of the losses from the accidents prevented by the lighting.

It is only within the last few years that extensive researches have

given us the instruments and technique for measuring the end-product, visibility, as affected by color of light, glare, light distribution, pavement brightness, and obstacle brightness. Startling advances have come about in light sources and their control to provide the maximum seeing and safety per dollar of total cost. Of particular significance are data obtained with observers unaware of the fact that they were engaged in a test, providing for the first time quantitative information on the effect of the driver-attention factor.

The car and headlamp manufacturers are now cooperating as a unit in the development of a superior system of headlighting. They are coordinating their researches, and are taking all other measures necessary to eliminate obstacles which might interfere with the broad program of providing safe lighting. While still in its earlier stages, this program gives promise of an important contribution to traffic safety.

On a very high percentage of the highway mileage the lower traffic density and accident experience indicate that fixed lighting would be uneconomic. On these roads more adequate motor car headlights and their proper use will have to be depended upon for better visibility at night.

143 - STREETS AND HIGHWAYS - Traffic Lanes

"Wider Highways for Safety in California" (Public Works, November 1937, p. 16.)

California has decided that 10 foot lanes are too narrow for high speed. The Division of Highways plans widening lanes to 11'. Three lane highways will be convertible into four lane routes having 11' outer lanes (and shoulder beyond this) and 12 ' inner lanes. Relatively small percentage of California's roads will be of the divided type. The standard will be 22' roads with 26' bridges.

On three lane routes, the center lane will be of lighter construction so that its loss when converted to a dividing strip for four lane roadway will not be serious. Meanwhile, the contrasting color of the middle lane marks the separate lanes. The minimum width of separation will be 4'. Curbs to prevent promiscous driving on narrow center strips will be 6" high and have 4" batter. Where division strips are 20' wide curbs are not needed.

144 - STREETS AND HIGHWAYS - Traffic Lanes

"Desirable Widths for Two Lane Roads" (Public Works, December 1937, p. 20)

The Bureau of Public Roads has photographed moving traffic and finds that overtaking-passing vehicles demand greater road width than approach-passing because of increased speed and uncertainty of space that will be given by overtaken car. More clearance is given by overtaking car between it and overtaken car than between it and left curb. Trucks require more road width, because trucks are wider and because of habit of keeping about a foot to the left of the center of the lane. Passenger cars keep a few inches to the right of it. Diagrams summarize positions of cars and trucks. Conclusions:

18' roads are too narrow for modern cars.
20' roads are too narrow for heavy mixed traffic.
22' roads are entirely adequate for all traffic.

145 - STREETS AND HIGHWAYS - Railway Crossings - Grade.

"Illumination as a Type of Crossing Protection" (Railway Signaling, December, 1937, p. 708, 709.)

Many automobiles have crashed into the sides of trains, especially freight trains. The Interstate Commerce Commission reports show 1,108 accidents of this kind in 1936, in which 297 persons were killed and 2,134 injured. Two hundred thirteen were killed at night. Dark freight cars are not well illuminated by depressed headlight beams of automobiles. The motorist does not

expect to encounter obstructions without warning lights. Thirty-five M.P.H. is a dangerous speed at unlighted obstructions, whereas 70 M.P.H. is too common.

Illumination of grade crossings has been practiced for some years in San Francisco and Louisville. In 1936 the Niagara Junction Railway, Illinois Midland, Big Four, and M.K.T. installed illumination at a number of crossings. The usual arrangement is to direct beams from elevated 200 watt lamps with reflectors downward at about 45 degrees toward the sides of trains. In some cases the lamps are used in addition to flashing signals. Track circuits may control the lighting (incandescent) so as to effect considerable economy of power from the railroad signal power line. On the other hand sodium lamps are said to provide a more distinctive warning. The intermittent flashes of light between and under cars is effective in arresting attention.

146 - STREETS AND HIGHWAYS - Lighting

"States Study and Experiment with Better Lighting of Highways". (Transactions of the Illuminating Engineering Society, December, 1937, p. 974-978)

Night traffic is only 25% of total traffic but causes 60% of total motor fatalities. Rural traffic deaths are increasing 6 times as fast as urban fatalities, and most of these are on busy state highways. Several states are studying or experimenting with lighting of curves, intersections, traffic circles, trunk routes of high accident rates.

Connecticut is studying accident statistics of lighted intersections along 6 miles of Boston Post Road, Massachusetts is considering 7 bad zones while watching two pioneer installations. New Jersey is taking data before installation. New York State is planning a "Model Highway" including lights. Six lighted zones are in operation. Pennsylvania's first installation is at Easton. In Ohio, public utilities and the Ohio State Safety Council are sponsoring 6 installations, so on thru the states to California.

There follows a bibliography of data, explanations and opinions about "Visability and Night Accidents".

147 - STREETS AND HIGHWAYS - Lighting

"Visibility and Night Traffic Accidents" - L.A.S.Wood, Chief Lighting Engineer, Westinghouse Electric and Mfg. Co., Cleveland, Ohio, (Roads and Streets, December, 1937, p. 44-48)

During the past 20 years, while car registrations have increased 600 per cent, the average mileage per car 125 per cent, and the average speed 100 per cent, headlight visibility has remained practically the same. Twenty years ago night fatalities were but 30 per cent. Few people have realized the vital relationship between darkness and increased fatalities. The traffic volume at night today is only 20 per cent of the total volume.

Figures are given indicating that adequate lighting reduces accidents. Detroit's experience is cited and reference is made to the study of 47 cities made by R. E. Simpson.

The author states that extravagant claims have been made for polarized light as a remedy for the night visibility problem. Polarized light reduces glare but diminishes by about 40 per cent the effectiveness of both headlights and street lighting. "It should be recognized that polarized light does not even potentially embody a solution to the night visibility problem. Even if its application were practical, which is questionable, its physical limitations are many."

The new sodium vapor lamp, owing to the monochromatic character of the light and its high efficiency, appears peculiarly adapted to highway lighting, and suitable luminaires designed for a spacing-mounting height

ratio of 8 to 1 have been developed. The high intensity mercury lamp also has its place in highway lighting for the illumination of grade crossings and dangerous intersections.

148 - STREETS AND HIGHWAYS - Express Highway

"Piledriving in Debris Fill" - Staff Article (Engineering News-Record, December 30, 1937, p. 1045)

The foundations of the West Side express highway in New York City called for one of the largest piledriving operations ever carried on in building a single structure. If comparison is limited to concrete piles and piles of steel pipe, the New York express highway probably exceeds any other in footage (637,483 ft.) of piles driven. Add 23,560 ft. of wood piles and we have a length of about 130 miles which is hard to envision. Many exceptional difficulties had to be overcome by the contractors in carrying out this work.

149 - STREET AND HIGHWAYS - Trunk Highway

"England's First Autostrada" - Staff Article (Roads and Streets, December, 1937, p.28)

Plans for Englands first "Autostrada" - a road designed exclusively for motor traffic - have been approved by the Lancashire County Council. The scheme is for a 54 mile trunk road running north and south through Lancashire. It will by-pass four towns, Carnforth, Lancaster, Preston and Wignan, bridge the rivers Lune and Ribble and the Manchester Ship Canal, and besides expediting traffic will relieve congestion and promote greater safety on the roads. The extimated cost is between £25,000,000 and £30,000,000.

150 - STREET AND HIGHWAYS - Tunnels

"Lincoln Tunnel is Opened" - Staff Article (Engineering-News-Record, December 30, 1937, p. 1040)

The Lincoln Tunnel, second subaqueous vehicle crossing of the Hudson River between New York City and New Jersey, was dedicated on December 21, 1937. The tube, 1.6 miles long, was thrown open to toll-paying traffic on December 22, 1937. This tunnel extends from Weehawken, N. J. to 39th Street in Manhattan. At present one tube will carry traffic in both directions, but upon completion of the second tube, now under way, one-way traffic will be carried by each tube, as is the case at the Holland Tunnel, three miles downstream.

On the New Jersey end, the roadway will be carried over a looping viaduct to a depressed roadway across the Palisades, connecting with through state highway routes to the west. These approaches are now under construction. In Manhattan a new street has been cut through between Ninth and Tenth Avenues for the approaches to the south(present) tube. Entrance to the north tube, now being built, will be over the depressed N.Y.C.R.R. tracks.

The Lincoln Tunnel boasts of several distinctive features, including de-aired brick paving and a glass tile ceiling; it is 21.5 ft. wide at roadway level, 18 in. more than the Holland Tunnel.

151 - SURVEYS AND STUDIES - Speed

"Average Speeds and Traffic Density As A Measure of Road Capacity" -

Bruce D. Greenshields, College of the City of New York (Associate Member I. T. E.) (Highway Research Abstracts, December, 1937)

Measurement of the utility of a highway is its ability to facilitate traffic. The comparative utility of various road types may therefore be determined from an accurate measurement of the usual speeds of motor vehicles

and the density of traffic on the roadways considered.

The average speeds recorded in the investigation were 47.8 miles an hour for passenger cars on pavement, 43.3 miles an hour on treated-type A, 37.1 miles an hour on treated-type B, and 32.6 miles an hour on untreated loose gravel.

152 - SURVEYS AND STUDIES - Speed

"Relations Between Curvature And Speed" - Merritt Fox, General Motors Proving Ground (Highway Research Abstracts, December, 1937)

In order to design the curved portions of highways properly it is necessary to study the behavior of cars on curves. Both on straight and curved highways such behavior is determined largely by the side forces acting against the wheels and body.

Tests made at the General Motors Proving Ground on a large number of cars are described and typical curves given. The behavior of cars is determined by the slip angle of the front and rear wheels and the relation between them. By evaluating the slip angle to the ratio of side force to weight or cornering ratio, the results of tests become applicable to curves of differing radii and to cars driven at all speeds.

Difference in understeering and oversteering cars is explained. Understeering cars are found to handle better and require less width of lane on curves. Maximum cornering ratio is found by tests to be about 0.5. This indicates that no highway should be constructed with a radius of curvature which will cause a car traveling at maximum speed to develop a cornering ratio above this value.

153 - SURVEYS AND STUDIES - Sight Distances

"Determination of Sight Distances" - Joseph Barnett, U. S. Bureau of Public Roads, (Highway Research Abstracts, December, 1937.)

Sight distance adequate for passing with safety is the sum of three distances; that traversed during perception time, that traversed while passing, and that traversed by an opposing vehicle. Research is required to determine perception time, or the time elapsed from the instant the road opens up to the view of the driver to the time he begins the operation of passing; spacing of vehicles before and after passing; the acceleration of the vehicle; and the time of passing. Research also is needed to determine many factors which influence most drivers in arriving at a decision regarding the passing of slower moving vehicles and to gauge the ability of most drivers to properly utilize long sight distances.

154 - SURVEYS AND STUDIES - Visibility

"Perception and Visibility of Automobile License Plates" - M. H. Aldrich University of Vermont. (Highway Research Abstracts, December, 1937)

Tests were made to compare the relative merits of plain numeral systems, various types of characters, and different methods of grouping. Observations of 0.67 seconds duration were made by 50 persons, for a total of 2,500 readings.

It was found that all combinations of six characters were superior to seven-digit numbers, that the presence of letters increases the difficulty of perception, and that although there is little difference between six-digit plates grouped by twos or threes, either is superior to plates with digits spaced equally.

The less desirable letters for use on license plates are, in the order of their undesirability, Q,B,D,C,L,E,S,N, and V. Obviously I and O should be used. The desirable letters W, X, Y and Z should be reserved for commercial vehicles.

Daytime tests carried on outdoors under varying weather conditions indicate the following conclusions:

Open type numerals are more visible than round or block types, and there is no appreciable difference between the latter two.

Numerals whose width is half their height are considerably more visible than those with a smaller ratio of width to height.

155 - SURVEYS AND STUDIES - General

"Pedestrian Control and Protection" - A progress report of the Committee on Pedestrian Control and Protection, Street & Highway Traffic Section, National Safety Council, Chicago. Chairman of committee: Leslie J. Sorenson, City Traffic Engineer, Chicago (Member I. T. E.) (National Safety Council - 36 page pamphlet, December, 1937)

A pedestrian study made by the Connecticut Motor Vehicle Department undoubtedly provides the most significant data obtained by the committee. It was disclosed that 1,238 pedestrians were killed in a five year period. Two hundred seven of these were under 16 years of age and therefore ineligible for a driver's license. Forty-eight, or less than 5 per cent of the remaining 1,031 pedestrians, were licensed to drive. Obviously it makes one wonder if this apparent unfamiliarity with the vehicle and driving practices might not account to a large degree for these accidents.

The report emphasized the need for detailed studies of accident records to give definite indication of the number and type of pedestrian mishaps, likewise the acceptiveness of the various remedial measures. Evidently these tests should be carried on in the form of separate studies at specific locations to give comparable data on "before" and "after" experience for the measure of control installed.

Pedestrian accidents and fatalities are listed for the larger cities. The text is amply illustrated with graphs and bar charts. In view of the present magnitude of the pedestrian problem in many of our cities, this report should be of a special interest to traffic engineers and enforcement officials.

156 - SURVEYS AND STUDIES - General

"Tests for driver intoxication" - A progress report of the committee on Tests for Intoxication, Street and Highway Traffic Section, National Safety Council, Chicago, Chairman: Hon. Harry H. Porter, Chief Justice, Municipal Court, Evanston, Illinois. (Published by National Safety Council, 36 page pamphlet, December, 1937)

The committee points out the need for improvement of test methods, legislation and court procedure, also the development of public opinion to enable public officials in all parts of the country to deal adequately and efficiently with the problem. Although reported percentages of "had been drinking" or "intoxicated" participants in fatal accidents are very low, the variance indicates an under-estimation of the importance of this accident cause.

Special studies in the examination of drivers and pedestrians injured or killed in traffic accidents, indicate that as high as 60 per cent had been drinking. In a study of 194 cases of traffic injuries or fatalities carried on in 10 leading Cleveland hospitals, Dr. S. R. Gerber, County Coroner, found that there was sufficient alcohol in the body fluids in 30.6 per cent of the total cases to render the person distinctly "under the influence" from the standpoint of safe car operation.

The Arizona Supreme Court has recently upheld the decision of a lower court where results of the chemical analysis of urine were admitted as evidence. A case involving the admissibility of blood tests may soon come before the Iowa State Supreme Court. Similar cases are being prepared in Indiana and Ohio.

COMING EVENTS OF THE INSTITUTE OF TRAFFIC ENGINEERS

Cooperative Session of the Greater New York Safety Convention

The Institute of Traffic Engineers is planning to hold a joint session with the Greater New York Safety Council at its annual convention on the afternoon of April 19 at the Astor Hotel. This joint session will be followed by an Institute dinner. The tentative program for the two events are as follows:

Cooperative Session. Arrangements being made by Vice Chairman John Gibala.

MOVING TODAY'S TRAFFIC: Are we spending enough to move our traffic? What about today's streets for tomorrow's traffic? Simple methods which facilitate and expedite traffic.

SELECTIVE SPEED CONTROL: What is it? Where and how it is applied and what we can expect from it. Too fast for conditions vs. the straightaway.

TRAFFIC ENGINEERING OVER THE TOP: Why Traffic Engineering has earned national support. Traffic Engineering gets results. Engineering vs. Opinion. Traffic Engineering shoulders the burden of initiative in traffic control.

Institute of Traffic Engineers Dinner. Arrangements being handled by Vice President Simpson.

Watch next month's Traffic Engineering for more complete information on program and speakers.

Midwest Safety Conference - Institute of Traffic Engineers Cooperating. Announcement has been received from Bill Abbott, Chairman of the Public Safety Sessions of the 16th Annual Midwest Safety Conference, sponsored by the Chicago Safety Council, Greater Chicago Safety Council, Industrial Commission, National Safety Council and the Institute of Traffic Engineers, that this convention will be held on Tuesday, Wednesday and Thursday, May 17, 18 and 19 at the Sherman Hotel in Chicago.

A Steering Committee of the Midwest Safety Conference has tentatively set up a program covering a three day meeting at which time the Institute has been assigned four public safety sessions and a luncheon for Wednesday noon, May 18.

Last year was the first time that the Institute of Traffic Engineers cooperated with the Chicago Safety Council and the other above mentioned organizations in their 15th Annual Midwest Safety Conference at which some 2200 people registered. It is the hope of the Institute that this year's attendance will be greatly increased and all members of the Institute are cordially invited to attend this conference and participate in all its activities.

The speakers for, and program of the Public Safety sessions have not as yet been determined but announcements will be forthcoming in this publication from time to time as to the program development.

Annual Meeting of the Institute of Traffic Engineers. Chicago has been chosen as the city for our 1938 Annual Meetings. The dates will be October 9 to 11 inclusive. William R. McConochie, Chairman of the Program Committee, is already hard at work arranging for an unusual and attractive group of meetings. The Convention Arrangements Committee, Banquet Committee and several others will soon be busily engaged taking care of all the detail that goes to make up a first class convention.

TRAFFIC ENGINEERS & FRIENDS OF NEW YORK MEET

At the suggestion of Harold Hammond, Secretary-Treasurer of the Institute, a number of Institute members and friends met for dinner in New York City in November. Following the dinner, informal discussions were held on different matters pertaining to subjects of interest to the group. It was the unanimous opinion of those present that similar gatherings perhaps monthly would be well worthwhile and enable traffic engineers and their friends in the eastern part of the country to get together, know each other better, and review mutual problems.

As a result of the November meeting a second informal dinner gathering was held in New York on Thursday evening, December 9. It was interesting to note that twenty were present, several more than attended the first one. Arrangements for the meeting were made by a committee consisting of L. F. Rader, Brooklyn Polytechnic Institute, and W. Graham Cole, Director of Safety, Metropolitan Life Insurance Company. Mr. Cole presided at the meeting.

Among the guests was John Darr, Director of the C.I.T. Safety Foundation, who gave a very interesting but informal review of the reasons which led up to the conduct of a safety seminar which was held in New York during November by the C.I.T. for members of the newspaper profession. Mr. Darr said about forty representative newspaper men from various parts of the country attended the five day session of the seminar which was directed by Dr. Miller McClintock. Mr. Darr gave a good description of the program and emphasized particularly the enthusiastic manner in which the newspaper representatives entered into the spirit of the affair and obtained practical instruction concerning the traffic safety problem.

Following Mr. Darr, Mr. Cole called on Mr. Julien Harvey, Executive Vice President of the Greater New York Safety Council, who described the work of the Safety Council and the various activities which were being conducted by this organization in a city of seven and a half million population. Mr.Harvey stressed particularly the need of a highway safety and traffic advisory committee, and those present agreed that such a committee might well be provided from among the members of the Institute living in and around New York City.

Arnold Vey, past member of the Board of Direction of I. T. E. and Traffic Engineer of the State of New Jersey, gave an interesting description of the traffic engineering procedure of the New Jersey Motor Vehicle Department, and mentioned in detail some of the interesting problems of traffic engineering which have been confronted. He stressed particularly the assistance rendered to local communities in regard to traffic analyses. In answering a question from the Chairman, Mr. Vey mentioned some studies being conducted with respect to channelizing islands. In addition to Mr. Vey and Mr. Cole, the following members of the I. T. E. were present. Bruce D. Greenshields, Professor, City College of New York; Nathan Avins, Electrical Inspector, Engineers Office, New York City Police Department; Frank C. Jamin, Board of Transportation, New York City; John Gibala,Assistant Engineer, New York City Police Department; L. F. Rader, Associate Professor of C.E., Brooklyn Polytechnic Institute; Harold Hammond, Secretary, I.T.E. and Traffic Engineer, National Conservation Bureau; Edward Cyr, Assistant Traffic

Engineer, Newark, N. J. In addition to Mr. Harvey and Mr. Darr, the following guests attended: Professor Oakley, Columbia University; Professor Theibold, City College of New York, Hyman Barron, Engineers Office, New York City Police Department; T. W. Rochester, Chief Engineer, New York City Police Department; Joseph Brach, Engineers Office, New York City Police Department; Fred Rosseland, Secretary, Newark Safety Council; A. W. Welch, Research Editor, American City Magazine; Eugene Barton, Traffic Adviser, Plainfield Safety Council; Joseph Boldt, Public Relations Department, National Conservation Bureau.

ADOPTION OF RESOLUTION COMMITTEE'S RECOMMENDATIONS

Hawley Simpson, 1937 Chairman of the Resolution Committee, has called it to our attention that two of the Committee's recommendations have been adopted. They are:

First - Insurance rates for automobiles in New York City have been reduced.

Second - Merit Rating for accident-free drivers have been established effective as of February 1.

Note that the Resolution Committee is getting results even though it uses a somewhat dubious route.

MORRISON CONSULTANT TO COLUMBUS, OHIO

Roger Morrison, Past President of the Institute of Traffic Engineers, has been serving as Traffic Consultant to the City of Columbus, Ohio, since September 1, 1937. The work is just being completed. A report has been prepared and will be submitted to the city officials in the near future.

CHICAGO TRAFFIC ENGINEERS DEDICATE AND PRAISE HIGHWAY SAFETY LIGHTING INSTALLATION

Recognizing the fact that highway safety lighting is a logical part of the traffic engineer's work in increasing public safety, convenience and economy for night driving, Walter Klapproth (Member) Traffic Engineer for the Illinois State Highway Department, has been making studies of high-accident locations. The collision diagram, prepared from reported accidents, showed that a reverse curve (S-curve) on Route 12, northwest of Chicago, a serious night hazard existed. The seventeen accidents which occurred here during the past few years all happened at night and were unusually severe.

Harry Harrison (Associate) Traffic Engineer for Illinois Highway Department, and his superiors, Mr. Ernest Lieberman and Mr. F. Lynden Smith, in cooperation with Klapproth, have at State expense installed and will maintain a sodium vapor highway lighting system, comprising 15 units. This installation will provide the good seeing necessary for night accident prevention and was considerably less expensive than elimination of the hazard by straightening the roadway.

At the dedication of the installation George Barton (Member) Manager of Highway Improvement Department, Chicago Motor Club, said that Chicago Motor Club drivers dread and avoid, as far as possible, the hazard and strain involved in driving after dark, and that the particularly great fatigue at night after a day's work is increased by poor seeing conditions. He

commended the installation and predicted that when the hazard of night driving is reduced by highway lighting and other means, night travel will be appreciably increased producing greater revenues for the State from such sources as the gas tax.

Sidney J. Williams (Member) Director of Public Safety Division, National Safety Council, in speaking at the same dedication, said that where the night traffic is heavy and the night accidents many, we certainly need highway lighting.

A unique demonstration of the visibility afforded by highway lighting was given later that evening when the N. B. C. mobile short-wave unit traveled over the highway with the lights on and Hal Totten, N. B. C. announcer described his ability to see a pedestrian, a parked car and the S-curve itself perfectly although they were travelling at 50 miles per hour. He then retraced the trip with the highway lights off and described his difficulty in seeing the same obstacles although he was travelling at much slower rate of speed.

Leslie J. Sorenson, President of the Institute, Bill Brandes (Member), Earl Reeder (Member) and Jim Hayden (Associate) were there to congratulate Walter Klapproth and as you have probably guessed by this time, so was Charlie Rex (Member).

CLEARANCE LINES CUT STREET CAR ACCIDENTS

Interesting results have followed experiments with pavement marking now being conducted by the Chicago Surface Lines under the direction of Associate Member Wm. R. McConochie. A stop line of orange colored vitreous aggregate increased respect for a frequently ignored "Stop" signal by 35%.

Side-swipe accidents with the Company's new noiseless street cars fell 36.6% when clearance lines were painted parallel to the track. The lines are painted at a speed of 4 miles per hour with a highway striper attached to a flat car. The painting must be done between 2:00 A.M. and 5:00 A.M.

Permanent marker blocks were recently installed to show the overhang of street cars on a curve having a high accident record. In the first six weeks, accidents on this curve dropped 70%. The blocks are 4" x 4" x 8" with a 1" face of white Maryland quartz in white cement. The success at this location has led to plans for construction of several more permanent clearance lines.

HOW OLD ARE YOU?

The wheels of chance have indicated that if you are between 35 and 40 years of age we are entitled to a news item from you for this section of our monthly publication. If you are a good gambler and pay your bets when you lose we will have within the next thirty days a brief article from you about either yourself, some other member, a traffic survey, some new traffic wrinkle or anything that makes traffic news. The articles do not have to be long - 25 to 125 words will be welcome. How about doing your share to help make this section a success?

P.S. We still will accept articles from all the other members too.

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